## AFFAIRS OF THE RAILWAYS

Central Traffic Association ilome-Visitors' Excursions Prove a Failure.

Another Cut in West-Bound Freight Rates-A Busy Locomotive Manufacturing Establishment-Young Men in High Places.

Yesterday was the day fixed for the home visitors' excursions inaugurated by the Central Traffic Association. They have not been a success, owing to the refusal of the Western Passenger Association to cooperate with their Eastern connections in carrying out the plan. General Passenger Agent Ruggles, of the Michigan Central, said yesterday: "For twenty years there has not been a land-seekers' or harvest excursion gotten up by these Western roads that Eastern lines did not accommodate them with low rates. When they make the first request for low rates, so that some of those people can return to their old homes on a visit, it is refused. The Michigan Passenger Association has already adopted resolutions requesting our Western brethren to desist from asking us to help them out in future."

A Busy Establishment. The Baldwin locomotive-works, at Philadelphia, are building fifty monster freight engines for the Erie road, in addition to a number of lighter engines. Twenty-two of the Erie engines are now on the erecting tracks and some of them are nearing completion, and it is proposed, in addition to other contracts, to fill this by the middle of October. The works now employ 4,922 men, run all departments ten hours per day, and a portion twenty-four hours. The works are now turning out an average of three engines a day. The buildings, twenty-three in number, cover fourteen acres of ground. The horse-power employed is 4,400, the consumption of coal 840 tons per week, consumption of iron and steel 200 tonsper day, furnishing power to drill presses, punching-machines. shears, cranes and lighting, the number of electric lights in service is 2,800. In the erecting-shop are nineteen tracks, capable of accommodating four engines on each track. The lightest engine the works ever built was 5,100 tons. the heaviest 195,000 tons. Last year there were 946 locomotives built at the works, and this year that number will be exceeded.

The works were established in 1831 by
Matthias W. Baldwin, and since that date
over 12,000 locomotives have been built by
the works, 58 per cent. of which were built in the last ten years. Thus far the works have built 1,141 engines for export. Since established the company has never had a strike or any dispute with its employes as regards wages. A large per cent. of the employes are well educated and experts in the special departments in which they are employed. The works are now full of orders, and, among other engines, are building a number of locomotives of the compound type for passenger service.

An impression prevails that a majority of the executive officers of the great railway systems of this country are men advanced in years. While there are quite a number over sixty, a much larger per cent. are under fifty, as is shown by a glance at the following statement of ages of the more prominent railroad officials of the present day: Jay Gould, fifty-four; President George B. Roberts, of the Pennsylvania, fifty-seven: Cornelius Vanderbilt, forty-seven; William K. Vanderbilt, forty-one; President Chauncey M. Depew, fifty-six; President Sam Sloan, of the Lackawanna, seventy-three; President Fowler, of the Ontario & Western, forty; President King, of the Erie, fitty-four; Robert Garrett, forty-four; Vice-president H. Walter Webb, of the New York Central, forty; C. P. Huntington, sixty-nine; Leland Stanford, seventy-two; President Allen Manvel, of seventy-two; President Allen Manvel, of the Atchison, fifty-four; Calvin S. Brice, forty-six; Gen. Samuel Thomas, fifty-one; John H. Inman, forty-seven; President M. E. Ingalis, of the Big Four, forty-nine; President Charles P. Clark, of the New York, New Haven & Hartford, fifty-five, and Henry Villard, fifty-six; William A. McKeen, Vandalia, fifty-nine; D. J. Mackey, Evansville lines, fifty-seven, John I. Blair, born Aug. 22, 1802, 18 probably the oldest of the "big" railroad men of the country.

Not All Old Men.

Another Cut in Rates. The rate war on west-bound traffic between the New England sea-board and Northwestern points continues. The Northern Steamship Company, operated by the Great Northern railway, announced yesterday the following lake-and-rail rates from Boston and common points to St. Paul and Minneapolis, in effect Sept. 26: First class, 42 cents; second, 37 cents; third, 30 cents; fourth, fifth and sixth, 20 cents. This basis is 8 cents lower than that just put into effect by the National Dispatch line via

sort of competition. Railroad Officials Indicted,

rail rates. Certainly the Chicago-St. Paul

roads will make no attempt to meet this

M. Knight, general traffic manager, and S. B. Knight, general freight agent of the Wabash railway, and M. B. McClellan, manager at Kansas City of the Lehigh & Wabash fast-freight line, were indicted yesterday by the federal grand jury at Kansas City under the interstate-commerce law. They are charged with giving re-

Wabash Receivership Delayed.

The Journal's Logansport correspondent says: The Wabash Railroad Company today appealed from the action of the Cass County Circuit Court in appointing a receiver for the Eel River railroad. This action stays the receivership proceedings until the Supreme Court passes upon the

Personal, Local and General Notes. The Vandalia is building model depots of Gothic style of architecture at Staunton

The Chicago & Eastern Illinois will soon be in the market for thirty-six passenger coaches, part of them to be of the class to accommodate suburban travel.

Travel over the Vandalia yesterday, eastbound, was so heavy that Train 20 was run in two sections. On the first train in here were 192 passengers; on the second, 180. S. R. Ball, formerly private secretary of Superintendent Hill, of the Lake Erie & Western, now with the Standard Oil Com-

pany, is with his wife visiting friends in In Eastern railroad circles an impression prevails that when the Denver & Rio Grande's affairs are straightened out the

property will be found to be under the control of Jay Gould. The large number of home visitors who were in the ticket-scalpers' offices vesterday seiling the return part of their tickets

indicates that a considerable number expect to remain in Indiana and Ohio. Negotiations are pending which will probably result in the American Express Company doing the express business on the Chesapeake & Ohio read, which is now

done by the Adams Express Company. The Cincinnati, Hamilton & Dayton and the Chicago & Erie railroad companies have formed a traffic alliance which bids fair to be of great advantage to both interests, enabling them to develop a north-and-south

Contractor McGaffey has just completed a new depot at Kokomo for the Lake Erie & Western, which is commodious and an ornament to that city. The structure is 152 feet long by 45 wide, with ample platform

Last week the Chesapeake & Ohio placed in service on the mountain division two large ten-wheel passenger engines. They weigh 145,000 pounds, and it is expected they will baul ten cars up any grade on the

senger earnings of the line were \$6,649,988, the freight earnings \$4,573,630. During the year \$1,865,000 were disbursed in dividends to stockholders, and there remains in the treasury for distribution in the same way

The Central Traffic Association, after considerable dilly-dallying, has decided to recognize the Elkhart fast-freight line, and a standard of differentials has been established which is very satisfactory to the promoters of the line.

With the rolling stock purchased thus far this year by the Pennsylvania lines there are in service on the entire Pennsylvania system a total of 98,537 freight cars: 52,239 are in service east of Pittsburg and 46,298 west of that city.

The ticket agents who went to Yellowstone Park, three weeks ago, on a pleasure excursion, are beginning to arrive home, and report baving a grand time. On Thursday last, where they were, it snowed all day, A. D. Perry, who was of the number,

In the Railway Service Gazette, last issue, appears a well-written article by A. D. Shaw, third deputy auditor of the United States Treasury. For a quarter of a century Mr. Shaw was in the service of the Bee-line, and his article on train service s very readable.

A committee of trainmen on the Peoria & Eastern road held a lengthy conference yesterday with General Manager Barnard, discussing the wages and over-time questions. The talk was a pleasant one on both sides and no trouble is looked for over the matters discussed. The Cincinnati, Hamilton & Dayton peo-

ple are putting the passenger equipments of the Dayton, Fort Wayne & Chicago road, recently acquired, in good condition, and with this and the more prompt movement of trains, the passenger business is increasing handsomely.

The Erie road is to try the experiment of running second-class sleeping coaches be-tween New York and Chicago, charging a low price for a berth. The result, will be watched with a good deal of interest. The cars used will be much after the style of the immigrant cars run on the transcontinental lines, except that they will be better

As a result of the fast run made on the New York Central road last week, the Vanderbilt people propose to put on a train between New York and Buffalo, the schedule time of which will be sixty miles an hour, which will be the fastest scheduled regular train in the world, it is stated. Oct. 1 is named as the probable date of putting on the traiu.

A Pennsylvania Company official that there is not the least ground for the report that that company is negotiating for the control of the Kentucky and Indiana bridge. This bridge is not worrying them, as the earnings of their own bridge were never more satisfactory, through the steady increase in business since the new new bridge was opened, it having effected their revenue but little.

The rumor that ticket collectors were to be taken off the Big Four line, between Cincinnati and Cleveland, so disturbed the conductors that they took means to inform the management that they preferred that the ticket collectors be continued in the service. When they were first placed on this division some of the conductors were so indignant that their treatment of the collectors were such that the general officers reprimanded them.

The Collett syndicate, which recently purchased the control of the Chicago & Ohio River road, is looking about to raise the money to extend it from its present northern terminus to Gilman, Ill., where a connection is made with a branch of the Wisconsin Central road, over which the Chicago & Ohio River can get its trains into Chicago. This will also give D. J. Mackey a line into Chicago for his Peoria, Danville & Evansville road, which will be direct.

The Pittsburg, Fort Wayne & Chicago company is expending a large sum of money in cutting down grades and straightening curves in Ohio. The company is also doing a good deal in lengthening its sidetracks, so constructing them that they can be used as second track whenever the road is double-tracked its entire length, which will probably be next year. It is proposed to make the eastern division of the Fort Wayne road one of the best on the Pennsyl-

What will be the future of the Peoria & Eastern road, formerly the O., I. & W., is still a matter of speculation East. It is thought that M. E. Ingalls is a man who will not long hold on to the road if there is a heavy deficit to make up annually, and when business is good. Under the most favorable circumstances the road cannot earn its operating expenses and fixed charges and the question is will President Ingalls drop it or pay the deficit annually to prevent its again becoming a rate dis-

turbing road? J. Q. Van Winkle, superintendent of the Indianapolis terminals of the Big Four lines, says that the trouble over getting freights promptly away from the depots after they arrive cannot well be remedied so long as their business is so heavy and their depot capacity is so limited and inconveniently arranged. He hopes, before another twelve months, that afreight depot will be built here which will accommodate the business of the several roads centering here if traffic should continue to increase in the future as fast as it has in the last

two years. So frequently do painful accidents oc-cur through the breaking of parallel rods on locomotives that the following state-ment is one of interest: The Old Colony Sarnia. Considerable curiosity is felt as to ment is one of interest: The Old Colony whether the latter line will make a further road has for twenty years past built its reduction and whether the Canadian Pa- | own locomotives, and has used for parallel cific and Soo lines will again slash the all- | rods iron three-eighths of an inch in thickness and six inches in width, nine feet long, and the superintendent of motive power of the road, who has been with it the last thirty years, states that never has one of the parallel rods of this description broken, which is remarkable, as several hundred engines are in service on this sys-

The stopping of the payment of commissions on the saie of tickets by a number of important roads has been a serious blow to the National Ticket Agents' Association, which recently held its annual meeting. For some years past the annual dues for membership in this organization has been \$25. At the recent meeting the question was sprung, and caused a lengthy discussion, in which the position was taken that the commissions paid were now so small as compared with former years that a reduction in annual dues for membership was necessary, and so strong was the feeling in the matter that hereafter \$10 dues, instead of \$25, will be paid.

Amusements.

"Mr. Potter of Texas" is increasing in favor with the audiences at English's, last night's being much larger than that of the opening performance. The production 18 one of much strength and as vivid in its way as Gunter's novel. Comedy and melodrama are admirably mixed in this dramatization, which furnishes an enjoyable entertainment. There will be a matinee to-

day and the usual evening performance. "Blue Jeans" packed the Grand last night upstairs and down. The popular play bids fair to have even a better week than marked its first engage-Its drawing powers are readily understood by all who see it. Well staged and well acted, it is a performance affording pleasure to every type of theater-goer, its elements of popularity being far-reach-

The Park was crowded at both performances of "The Emigrant" yesterday. Peter Baker, in the title role, furnishes fun enough to last a long time. This afternoon and to-night the play will be presented for the last time. To-morrow, "Bismarck" will

The opening concert by the Cincinnati Orchestra will be given at Tomlinson Hall this afternoon. The programme, which has already been published in this column, is admirably adapted to delight lovers of fine music. The second concert will take place te-night, with an entire change of programme. The soloists are people of note in the musical world, and the orchestra's reputation is well established here from its

connection with May festivals. Merged Into One Brotherhood.

CHICAGO, Sept. 22.-The Order of Railway Telegraphers and Brotherhood of Telegraphers in Chicago were amalgamated last night. This action was taken in accordance with the decision of the national convention of the first named body, at St. Louis last Monday.

The annual report of the New York, New Haven & Hartford road for the year ending June 20 is out. It shows that the pas-

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> LINOILEUNS, DRAPERIES.

Agency for S. C. Johnson's Parquetry Flooring and Borders. Estimates furnished.

17 AND 19 WEST WASH. ST.

THEY DID NOT WANT HIM

An Alsatian Spy Forced to Leave a Secret Meeting of the Priesten Verein.

Patriotic Sentiments Expressed by Speakers at the Meetings of the Various German Catholic Societies Held at Buffalo Yesterday.

BUFFALO, N. Y., Sept. 22.-A decided sensation was caused to-day by the entrance effected into the secret meeting of the Priesten Verein by Father Zurcher, of Buffalo, a non-member, who has severely criticised the association, calling it "un-American." The printed programme of the congress announces that the sessions of the Verein are open to Bishops and priests without distinction. Father Zurcher's this announcement was to secure a report of the proceedings in which nothing would be suppressed, particularly if the scheme of Herr Cahensly or similar topics were discussed. Father Zurcher's presence was discovered in short order, however, and proceedings were practically suspended until after some minutes, he withdrew. Members of the Verein said he was not asked to leave and that the objection to Father Zurcher was that it was thought his report would have been malicious, as he is an Alsatian and has shown himself prejudiced, and that in any event his undertaking was uncalled for, as the Verein would furnish sufficient information to the newspapers. Before Father Zurcher's withdrawal from the meeting the chairman, Father Meissner, though not addressing the Rev. Mr. Zurcher directly. took occasion to declare that the Verein was not working to seenre Gorman bishops in the United States and that it was not opposed to temperance. Archbishop Katzer, of Milwaukee, whose

ecclesiastical promotion in America is justly or unjustly asserted to have been aided by the German Emperor's embassador at Rome, was the dignitary who to-day formally opened the German-American Catholic congress as celebrant of pontifical high mass. It was the same exalted ecclesiastic at whose installment in office a few weeks ago in Milwaukee Cardinal Gibbons startled a multitude by invoking woe upon the individual, whoever he might be, that should bring dissension into the hierarchy of America. Next to the Archbishop at the altar, and acting as deacon of the mass, was the chief officer of the celebrated "Priesterverein," or German-American Clerical Union, Vicar-general Muchlstepen, of St. Louis. Father Tappert, of Cincinnati, the organizer the verein, sat within the sanctuary, close to such popu-larly reputed believers in German-1zing the control of the Catholic Church in the United States as Rt. Rev. Bishop Wigger, of Newark, N. J., and the very Rev. Administrator Kersten, of the Diocese of Green Bay, Wis. Bishop Ryan, of Buffalo, was duly present, notwithstanding the supposed antagonism toward prelates of non-German extraction.

WEDDED TO AMERICA. A most dramatic and passionate address was delivered from the Cathedral pulpit by Bishop Otto Zardetti, of St. Cloud, Minn He spoke entirely in German. Germany he likened to one's father or mother. America to his bride. They had left Germany and were wedded to America, and to the latter they should adhere. He said they should learn the language of their new country; they were bound, also, in gratitude, to remember and love the language of their mother. The Bishop closed with a remarkably eloquent tribute to the Amer-

Following the mass, the lay portion of

the huge congregation dispersed, and the priests repaired to the first session of the

adoption of an extended constitution. The one heretofore in use was very brief, but in effect practically the same as that which we to-day debated carefully, and voted upon section by section. The name accepted is the German-American Society of Priests.' Membership is open to Catholic clergymen who are of German extraction, or those who have charge of German congregations, and also to those priests, regardless of nativity, who speak besides English, the German language. The first object of the society is to give aid in the organization of annual conventions of all Catholic laymen in the United States.
The ultimate of these conventions is to encourage and train the mass of Catholic laymen so that they may take an active part in the solution of the great social problems of the day from a Catholic standpoint. She second object of this priests' society is to practically aid in executing the resolutions adopted at the annual conventions if approved by the bishops in whose dioceses branch societies are established. The fourth object is to help the 'Leo House' in New York, an institution for the protection an institution for the protection of Catholic emigrants, and a further purpose is to guide the Young Catholic Associaavowed purpose in taking advantage of tion and similar associations. The spirit uring the entire sossion, continued rather Pape, "was one of cordial unity. The various addresses indicated throughout fidelity to church and state. The political creed of the society is contained in the Constitution of the United States. On the great educational questions, the society's motto is. Home rule for the American family-the right to control the education of children belongs to the parents.'

YOUNG MEN, PRIESTS AND LAYMEN. The meeting of young men announced in the congress programme to take place at 3 P. M. was attended by about one hundred and twenty-five delegates. The proceedings were in German. Spectators were freely admitted, but there were few who availed themselves of the privilege. Revision of the constitution was the work in band, and the chief alteration was the adoption of a provision that the organization shall never become a benevolent society. Its purposes are to maintain a close fraternal spirit among German Catholic young men, to encourage them in the faith. and to conduct proper social entertainments. Traveling cards are to be furnished to members journeying to distant cities. particularly to recent emigrants.

The first business of the open congress of priests and laymen was held this afternoon. Between three and four hundred delegates were present. The proceedings were confined to the election of officers for the congress and the consideration of resolutions which had passed muster as unobjectionable before the advisory board of censorship committee of members of the clerical union. The following officers. recommended by the directors, were chosen without opposition: President, Edward Newhaus, Louisville; first vice-president. Frank Baumer, Syracuse, N. Y.; second vice-president, Joseph Stierle Louisville; secretary, Matthias Rohr, Buffalo; second secretary, C. J. Jaegle, Pittsburg, Pa.; third secretary, Mr. Gumersbach, St. Louis. Rev. Dr. Hoelscher, of Buffalo, delivered the address of welcome, and elicited much applause upon referring to the morning address of Bishop Zardetti. Dr. Hoetscher said that when the German-American Catholics were called upon to give testimony of their loyalty they preferred to do it in works and action rather than words. President Newhaus, in replying to the address of welcome, said the exterior demonstrations accompanying the congress had been made to show what the German Catholics feel and what they love.

A report was read by Joseph Schaefer, of New York, showing the Leo House, or German Catholic emigrant protectory, in that city, to be in a flourishing condition, with a debt of \$9,000. Mr. Gonner, of Dubuque, spoke enthusiastically in favor of the following, which

was adopted: Resolved. In order to preserve and to cultivate the German language, to recommend that Catholics send their children to such institutions as teach the German language besides English.

A number of motions and resolutions of ninor importance were also disposed of. The session ended with the appointment of a committee on platform, of which Father Borneman, of Reading, Pa., was made chair-

Twenty boys to carry papers on Journal route. Apply at Journal office.

MARRIED THE BEST MAN. The Young Woman Jilted the Accepted Groom

Because He Drank Whisky. NEW BRUNSWICK, Ga., Sept. 22 .- The marriage of Mr. Thorwald Winter and Miss Anderson, at 6 o'clock this morning, is the sequel to a sensation of two weeks ago, when Miss Anderson jilted her lover, E. W. Bingham, because his breath smelt of whisky. Winter was summoned from Paris. where he was on a tour of Europe, to act as best man for the Bingham-Anderson nuptials, and now he becomes the principal.

The preparations for the original wedding were most elaborate. The young woman is a member of one of the wealthiest families in south Georgia, while Mr. Bingham is the proprietor of a large printing house, and has edited various State

The wedding was to have been a church aftair, with little girls as maids of honor and brides-maids from every social center of the tate. Invitations were in great deman and the preacher was assured of a handsome fee, but on the day before the wedding Miss Anderson took the train for Savanuah, and a hurried note from her mother warned invited guests not to come. The explanation of it was that the day before the wedding Mr. Bingham cailed at the house of the prospective bride and kissed her mother. Mrs. Anderson detected the smell of whisky and left the room. Shortly afterward she was followed by the prospective bride, who quickly informed her mother that her engagement was off, and requested the privilege of visiting friends in another city until the affair

Her mother's consent being gained Miss Anderson left the next day, as stated. The Saturday following Mr. Winter left Brunswick for Wayeross on business, while the same train bore Mrs. Anderson to her daughter in Savannah. On Sunday Mr. Winter left Waycross for Savannah, and Mr. Bingham, accompanied by his friend. Mr. Hughes, a representative business man, took the train for the same place. Neither Bingham nor Winter, however, were aware of each other's movements at Savannah. Winter reached Miss Anderson first and while conversing with her on the front porch, Hughes walked up and attempted to pave the way for Bingham to see his former intended. Miss Anderson would have nothing to do with Hughes, but her mother appeared on the scene and administered such a rebuke that Hughes was glad to escape. Bingham made another effort to see Miss Anderson, but failed, and late in the after-

noon Winter popped the question and was This outcome is not so unexpected a turn when it is known that Mr. Winter fell in love with Miss Anderson several years ago and proposed, but on being informed of her engagement to Bingham, he withdrew his suit and went to Europe, but came back to act as best man, but became the groom

HEDGING ON SILVER.

Democrats Are Doing Their Best to Drop Out of Discussion the Money Question.

NEW YORK, Sept. 22.-The advice of Roger Q. Mills, given in his speech in Ohio, on Saturday night, that the silver issue and all other issues should be put to one side, and that the fight this year and next should be made solely on the tariff issue, pleases many Democrats. Senator McPherson is one of these.

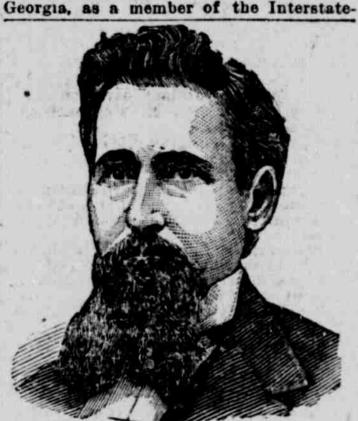
"How do you propose to eliminate the silver coinage question from the domain of party politics in the near future!" he was asked.

"It is not a question between political parties at all, but of individual opinion." said he. "If party lines were reformed solely with respect to this issue, there would be such a transference of membership in parties as was never before seen. Herein lies the danger to all true newspapers the much-talked-of corresponding to a full-grown man, of any age, color John Bardsley on the other, which, it is failed to turn the gas entirely eff.

or occupation in this country, who will not freely say that he prefers as a monetary condition that every dollar which circulates as money among the people shall be equal in value with every other dollar; that the money of the people shall not be uncertain or fluctuating in value, and whether it be gold, silver or paper it shall remain, as it now is, in harmonious relationship, each with the other, all doing service as money. Our financial position was never stronger, or the future more promising. We have circulation in abundance for all our needs, and all as good as gold. Moreover, if the volume of circulation was doubled or quadrupled it would not help a single impecunious man to another dollar without the tender of a tempting equivalent for it. Upon the coin-age question, holding as we do the vantage ground, we can afford to lay it aside and await events. A partisan issue it never can be. The law providing a safe and secure financial system for a great country like ours should be removed from the domain of partisan politics to a smoother field where calmness and deliberation could always guide the judgment and command

the election." JUDSON C. CLEMENTS,

Urged for the Democratic Vacancy on the Interstate-Commerce Commission. Ex-Congressman McComas, of Maryland, and the other members of the appropriations committee of the Fifty-first Congress, without regard to political affiliations, are urging upon the President the appointment of ex-Congressman Judson C. Clements, of



commerce Commission. All of Judge Clements's late colleagues on the appropriations committee are very earnest in their recommendation of his appointment, which is likewise heartily indorsed by many prominent members of the last Congress.

Judson C. Clements resides at Rome, Ga., and was born in Walker county, in that State. Feb. 12, 1846. He was educated in the schools of his native county, studied law at Cumberland University, Lebanon, Tenn., and was admitted to the bar at Lafayette, Ga., in 1869. Mr. Clements was elected to the State Logislature in 1874. In 1877 he was elected to the State Senate, and a year later was chosen member of Congress for the Seventh Georgia district, for which he was successively elected for five terms. Last fall he was not renominated. R. William Everett being elected in his

Drowned Herself in Niagara. NIAGARA FALLS, Ont., Sept. 22.-A woman about forty years of age, who arrived at Falls View this morning from Chicago, committed suicide in Niagara river to-day by drowning. On her fingers were four rings, two of them gold band rings, on one of which is the inscription, "Dell to Charlie." Her traveling bag contained a railway ticket from Woodlawn

Park to Pullman, Ill. Considerable money

was found with her. The body is being

embalmed. Criminating Correspondence. PHILADELPHIA, Sept. 22.—District Attorney Graham to-day gave ont to the

contended, only needed the corroborative evidence of Bardsley himself to enable Mr. Graham to frame a criminal indictment against Mr. McCammant. The letters are in general an acknowledgement of favors much more valuable than any before referred to in print, and there is an entire lack of any mention of "neck-ties and handkerchiefs."

DAILY WEATHER BULLETIN.

Local Forecasts. For Indianapolis and Vicinity-For the twenty-four hours ending 10 P. M., Sept. 23 -Continued warm, fair weather; nearly

stationary temperature. GENERAL INDICATIONS AND CONDITIONS, WASHINGTON, Sept. 22.-Forecast till 8 P.

M., Wednesday: For Indiana and Illinois-Fair; southerly

winds; no change in temperature; warmer in the vicinity of Chicago, probably followed by local showers and cooler on Thursday. The weather continues fair in the central valleys and thence east to the Atlantic

coast, but local rains are reported from Texas and from the Rocky mountains westward to the Pacific coast. A disturbance of considerable energy is central north of Montana. A secondary disturbance continues central over the Dakotas, attended by cloudy weather. There has been a slight decrease in pressure to the east of the Rocky mountains, but there has been a decided increase on the north Pacific coast. In the regions north of Montana and Dakota the barometer has fallen three-tenths of an inch during the past twelve hours. Warm and fair weather will prevail generally in the central valleys and lake regions on Wednesday, but indications are that cloudiness will increase, with local rains and slightly cooler weather in the lake regions and in the Northwest on Thursday. Fair weather is indicated for the middle and south Atlantic coast Wednesday and

Thursday.

Observations at Indianapolis. INDIANAPOLIS, Sept. 22. Time. | Bar. | Ther. | R. H. | Wind. | Weather. | Pre. 7A. M. 30.22 72 57 Nwest Cloudless 0.00 7 P. M. 30.12 84 49 Calm Cloudless 0.00 Maximum temperature, 91; minimum temperature, 67. Following is a comparative statement of the

temperature and precipitation on Sept. 22: Departure from normal. \*16 Excess or deficiency since Sept. 1.. \*68 Excess or deficiency since Jan. 1.. \*155 -0.10

General Weather Conditions.

TUESDAY, Sept. 22, S P. M. PRESSURE-No change occurred in the barometric pressure over the country; from British Columbia, Manitoba and Minnesota southward to western Texas and westward low pressure continues; another low area is approaching from the extreme Northwest as the barometer at Calgary, B. C., is 29.46; east of the Mississippi and the lake regions high pressure continues.

TEMPERATURE—Less than 60° is reported from Wyoming, Utsh. Colorado and New Mexico; 70° and less from the northern border, the north shore of Lake Superior and Lake Erie northward; 70° and higher along the Atiantic coast and gulf coast; 180- and above from South Dakota, Central Minnesota, Western Wisconsin, Illinois, Indiana, Kentucky and North Carolina southward. PRECIPITATION-Light local rains fell on the gulf coast west of the Mississippi river, in New Mexico, Colorado, Utah, Wy-

oming and northern Minnesota. Too Hot for School.

St. Paul, Minn., Sept. 22.-The School Board announces that en account of excessive heat the city schools, including the High-school, will be closed.

Girl Asphyxiated.

CHICAGO, Sept. 22.-Annie Strauss was found dead in bed at No. 2955 Prairie of gas, which was escaping from a burner partly turned on. Death was caused by asphyxiation. Miss Strauss returned last